current Case.

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241
1955

File No. PCI 2755 (Ceon) 60

DEPARTMENT

R **BRANCH**

Subject:— Rehabitilation of Bullock Carts

9005

Mr Zaslky

D.III/2991
8/5/58

12

File No. PCI 2755 (Ceon) 60-434—R

Ltd, Sectt. Slip. 24 A

Copy of A.S's marginal note at P. 9/C

A copy of the decision of the Secy's Committee shbuld be putx up with these papers.

Id/- D.G.T(ungare)

16.8.55

---x---

Resubmitted with reference to the A.S's above instruction. A copy of the decision of the Secretaries' Meetings dt. the 27th May 1955 is put up below (slip Y)

A.S. Id/- 19.8.55

D.S.

After issue, please put up C.E.(I)'s note on Bullock Carts which was rec'd. sometime after the Secretaries meeting so that further action as suggested at the Secretaries meeting is taken up

Id/- 22.8.55

Resubmitted after issue of the letter The Chief Engineer (Irrigation)'s note dt. the 8th June 1955 is at slip 'X' in the linked main case.

Id/- 27.8.55

A.S. A.B/-30.8.55

D.S. Id/- 8.9.55

4, PUSA ROAD,
New Delhi-5
15th June. 1955

Shri M.D. Bhansali, I.C.S.,
Chief Secy: to the Govt. of Bombay
Bombay Fort.

Rehabilitation of Bullock Carts.

Dear Sir,

The Govt: of Bombay, I understand, is concerned about the way trucks are displacing bullock carts in road transport.

The bullock cart is losing the field mainly on economical grounds. Because, apart from being slow, transport by ordinary bullock-carts is costlier (82 pies) compared to lorry transport (56 pies). (Appndix 1)

Two other prominent defects in ordinary bullock carts are rigid construction and narrow iron tyres. The Indian Roads Congress had estimated that 7/8 lakh bullock carts in urban areas has caused road damages over Rs.10 crores in 1946 alone. So far as rigidity is concerned, every cart passenger realises what a nuisance it is both to the animals and the riders.

To eliminate the defects and to give the bullock cart a sound economic footing, I prepared a scheme (published in the A.I.C.C. Econimic Review dt. 15th June, 1954) for fitting rubber tyres to the cart wheels. A comparative table showing the effects of iron tyres and pneumatic tyres is given in Appendix 2.

D.S.

The Cost of pneumatic tyre equipment is Rs.450/- for one cart on the average. Though it is rather high still -as the income will be more than doubled even at a lower freight rate- the cart owner will have no difficulty in paying for the equipment in easy instalments.

The only snag in the coversation shheme is that the village wheel-wrights will lose one of their vocations and we have to see how far this will affect them.

D.S.
We may inform him of the lines we propose to proceed on. A draft reply should be put up.

Id/----
27/6

A village, on the average, has 20 carts in a population of 700/800, the ratio being 1:40. The wheels of a cart are changed after ten years. So, about two bullock carts are rebuilt every year in a village. Generally, 10 man-days labour is required to make a pair of cart wheels. So, even if there is a single wheel-wright in a village, he is engaged 20 days in a year in making cart wheels i.e. wheel making is only 7% of his businees. With the introduction of pneumatic tyres he will, no doubt, lose this much business, but various rural development work will more than compensate his loss.

For the improvment of bullock cart, the Indian Roads Congress and Indian Agricultural Research Institute have been carrying out experiments for the last 20 years with various types of wheels; so far, pneumatic tyre has been found to be the only satisfactory solution for all the defects in the existing bullock carts.

---------I have

I have had series of discussion with the Members and staff of the Planning Commission and they are favourably inclined to consider the proposal should the State Govts: like to implement the scheme.

I am devoting my whole time in the rehabiltation of bullock carts and if necessary, I am always ready to make a

p.t.o.

APPENDIX 1

Comparative Transport Cost per 1000 Ton-Miles of Motor Trucks. Iron Tyres Bullock Carts & Pneumatic Tyres Bullock Carts.

(at maximum efficiency)

Motor Truck (Cap: 3½ tons)

Petrol	Rs.82-8-0	
Maintenance	15-0-0	
Ins: Tax etc-	3-8-0	
Depreciation	80-0-0	
Driver's Pay.	12-0-0	
		Rs.192-0-0

Iron Tyres Bullock Cart. (Cap: ¾tons)

Fodder	130-0-0	
Maintenance	3-0-0	
Tax etc.	5-4-0	
Depreciation	26-0-0	
Driver's Pay	150-0-0	
		314-4-0

Pneumatic Tyres Bullock Cart. (Cap: ¾tons)

Fodder	50-0-0	
Maintenance	0-6-0	
Tax etc.	2-0-0	
Depreciation	10-0-0	
Driver's Pay	60-0-0	
		122-6-0

MRK/

vjk/21.9

APPENDIX 2

Effects of Iron Tyred & Pnematic Tyred Wheels on Bullock Carts

		Iron Tyred wheels	Pnematic Tyred Wheels
1	Stress on Road surface per sq. inch with 4000lbs axle load	800-1800 lbs.	25 lbs.
2.	Pull on the yoke (per ton gross load)		
	i) Cement Concrete Road	85 lbs	26 lbs.
	ii) W.B.N. Road	95 lbs.	29 lbs.
	iii) Kuchcha Track	111 lbs.	37 lbs.
	iv) Ploughed Land	400 - 600lbs.	100- 120 lbs.
3.	Load Capacity		
	i) on Road	20 - 30 mds.	50- 80 mds.
	ii) on Rough lands	10 - 20 mds.	30- 60 mds.
4.	Transport Cost per Ton-mile. At full efficiency.	60 pies	23 pies.

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21.9

No. PCI-2755(Gen)-60434-R
Political and Services Deptt.,
Sachivalaya, Bombay, 25th August'55

To

Shri L.B.Roy
4, Pusa Road,
New Delhi- 5

Sir, Subj: Rehabilitation of Bullock Carts----

With reference to your letter dt. 15.6.1955 on the subject mentioned above, I am directed to state that the problem of rehabilitation of bullock carts has been considered by this Govt. and it has been felt that there are practical difficulties which will have to be taken into account before finding ways and means for promotion of bullock-carts' traffic. The question of improvement of bullock carts has to be considered along with the general problem of co-ordination of the different forms of road transport. (With the particular, reference to the role played by the bullock carts in rural economy.)

2. The need for improving certain parts of the bullock carts and to standardise them as far as practicable is realised by this Govt. but before any definite line of action could be adopted the scheme of the Indian Road Congress in this respect is being examined. Your views in this behalf would be considered by this Govt. at the appropriate time. A personal discussion with you is not considered necy.

Yours faithfully,
Id/- 22.8.
Dy.Secy: to the Govt. of B'bay,
Political & Services Deptt.

Id/-12.8

A copy of the decision at the A.S.' Committe should be put with these pps.

Id/- 16.8

MRK/ D.S.

21.9

The question was discussed at the Secertaries' Meeting. In addition to C.S.Secy. H.D., Secy., P.W.D., Secy. F.D., Chief Engineer (Irrigation) and D.S., P.&S.D., who has been asked to attend, Secy., L.D., Spl. Secy., P. & S.D., Secy. D.D., and Jt. Secy. E.D. were also present. After discussing the nature and magnitude of the problem, the various suggestions made in the notes circulated before hand were considered. It was felt that it would not be desirable to put any restrictions on motor traffic with a view to safeguarding the position of bullock-carts. Chief Engr. (Irrigation) also pointed out the practical difficulties of constructing roads which might be good enough for bullock carts but not suitable for motor traffic. Regarding the question of ensuring traffic in certain commodities for short distances to bullock-carts, it was felt that the additional cost involved would be substantial and it would not be possible either for Govt. or for the local population to bear it. Regarding standardisation and improvement of certain parts of the bullock cart, the Chief Enignmer (Irrigation) pointed out that for some time the Indian Road Congress had also taken interest in the matter and it had been able to divise impoved types of tyres for which subsidies were being given. It was agreed that the working of this scheme should be examined in detail so as to explore the possibilities of utilising it more fully. It was also agreed that loans might be given to persons who were prepared to carry out improvements but were hampered by lack of funds. It was suggested.

that the District Development Boards might be advised to set up Committees for recommending improvements in bullock-carts and publicising them.

After C.S. has approved the above further action will be taken to pursue the suggestion at 'A' with the P.W.D. and 'B' with the Collrs. as Chairmen of the D.D.Bs.

Id/- N.S.P(Vasani)

Id/- M.D.B(hansali),
28.5.55